

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY Poland

SUBJECT 1. Rail and Port Facilities in Gdynia  
2. Electrical Power Plant in Gdynia

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1. Loading and Unloading Facilities [See Annex A, Points 1 through 15]:

Point #1. This wharf had three to four cranes similar to an automotive crane. This type crane was capable of lifting approximately two to three tons. Cargo handled at this wharf was fish.

#2. This wharf had two to three cranes similar to a bridge transport crane. This type crane was capable of lifting approximately 25 tons. Cargo at this wharf was fish.

## a. Steam driven vessels, docked at this wharf, included:

S/T KASTORIA	600 tons	S/T ORION	600 to 700 tons
S/T JOWISZ	900 to 1,000 tons	S/T WULKAN	700 tons
S/T SATURNIA	700 tons	S/T WULKANIA	700 tons
S/T SATUR	600 tons	S/T PLUTON	700 tons

## b. Vessels, other than steam driven, which docked at this wharf, included:

M/T NEPTUN	600 tons	M/T URAN	540 tons
M/T NEPTUNIA	600 tons	M/T URANIA	540 to 560 tons

## c. Approximately 15 vessels were docked at this wharf.

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Point #3. [redacted] Underground tanks were located at this point and [redacted] contained benzine and oil. [redacted] some vessels refueled from this point. This area was kept guarded at all times.

#4. Fishing boats were docked at this point.

#5. [redacted] this wharf had three cranes similar to a locomotive crane, a block and sheer leg crane /floating barge type/, and a setting crane.

- a. The locomotive crane lifting capabilities were approximately three to four tons.
- b. The block setting crane lifting capabilities were approximately five to seven tons.
- c. The sheer leg crane lifting capabilities were approximately 15 to 20 tn.
- d. Cargo handled at this wharf included rock oil and coal.

#6. The following ships docked at this point, docked at this point:

- a. M/S KARPATA TANKOWIEC 7,000 to 8,000 tn.
- b. M/S TURNIA TANKOWIEC 600 to 700 tn.
- c. M/S RYSY TANKOWIEC 600 to 700 tn. This vessel's only route was to Szczecin.
- d. S/S OLSZTYN 3,000 to 4,000 tn. Used to deliver coal to Italy.
- e. [redacted] underground oil tanks were located at this point.

#7. This wharf had four or five cranes similar to a locomotive block setting crane, and a sheer leg crane.

- a. Cargo handled at this wharf was coal. Shipments of coal were sent from this wharf to Russia [redacted]

#8. Two or three cranes were located on this wharf similar to a bridge crane which could lift 35 tn. Cargo handled at this wharf was coal.

#9. One or two conveyors were located here for transferring coal from gondolas to ships.

#10. This wharf had two cranes similar to a bridge crane.

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- Point #11. This wharf had 10 to 13 cranes, similar to hammer head cranes, bridge cranes, and bridge transporter cranes. The hammer head crane's lifting capability was 10 - 15 tn. Cargo handled at this wharf included peas, salt, sugar, cotton, wool, Indian corn, flour, potatoes, cigarettes, meat, farm tractors, (balers), seeds (oil), and edible oil.
- #12. This wharf had four to six cranes similar to a bridge crane. Cargo handled at this wharf included wheat, rice and oil.
- #13. Rotterdam Zone (Rotterdamska Strefa). This wharf had two cranes similar to a bridge crane. Bags, apparently filled with flour, were handled at this wharf.
- #14. Free Zone (Wolnocelna Strefa). This wharf had approximately four cranes similar to a hammer head crane. Cargo handled at this wharf included clothing, material, flour and herring. The M/S POKOJ (7,000 tn.) was docked at this wharf. Underneath the ship's name was something written in Chinese. [redacted]
- #15. Rumanian Zone (Rumanska Strefa). This wharf had four or five cranes similar to tower cantilever cranes. The crane's lifting capability was six to seven tons. Cargo handled was wooden crates. [redacted] they contained machinery. The crates were [redacted] [redacted] were shipped from Czechoslovakia. [redacted] the GENERAL BEN (5,040 tn.) [redacted] was docked at this pier [redacted]
- S/S KILINSKI (8,000 to 9,000 tn.) and the PULAWSKI (7,000 to 8,000 tn.) were also docked at this pier.

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2. Rail Facilities [See Annex B, a through e] Approximately 25 trains went into and out of Gdynia in a 24 hour period, including 12 or 13 pullman and coach, 15 to 18 cars (4 axle passenger type) 10 to 12 freight trains consisting of 25 to 30 cars. (Types of freight cars used were 4 and 2 axle box cars, 4 and 2 axle high and low side gondolas, 4 and 2 axle tank cars and 4 axle flat cars.)

- a. Marshalling Yard. Approximately 1,000 m. long and 20 m. wide. There were approximately 8 or 10 warehouses covering the entire length of the yard, with a standard gauge double track on each side of the warehouses. Total capacity of the yard was approximately 320 four axle freight cars. There were approximately 100 cars in the yard, 10 times a month. At other times [redacted] 10 to 30 cars a day. The freight cars and warehouses contained machinery, tractors, trucks, automobiles, radios, foodstuffs, and bales of wool and clothing.

- b. Marshalling Yard. This yard was approximately 500 to 600 m. long, 35 m. wide and had approximately 10 standard gauge tracks. The capacity of the yard was approximately 700, 2 and 4 axle coal cars. Forty to 60 cars were in the yard at all times. This yard handled coal and ore (red, in rock and dirt form) and approximately 500,000 tn. of coal and 150,000 tn. of ore was piled in the yard at all times.

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- c. Marshalling Yard. This yard was approximately 1,500 m. long, 40 m. wide and had approximately 10 standard gauge tracks. Capacity of the yard was approximately 1,000 cars. Fifty to 60 cars were seen in the yard at all times. It was used to park empty cars and cars to be unloaded.
- d. Railroad Station and Marshalling Yard. The railroad station was located on the southern tip. There were four standard gauge tracks with platforms which were used for freight. One pair of wide gauge tracks were used by Russians. There were approximately 12 sets of tracks in an area 60 m. wide, 2 km. long, extending from railroad station toward the city of Wejherowo /5436N-1814E/ with a capacity of 1,500 cars. Approximately 50 cars of all types were parked in this area daily.

- e. Marshalling Yard. [redacted] it was approximately 500 m. long, with about 16 standard gauge tracks. Capacity was approximately 400, 2 and 4 axle platform and tank cars. It always contained 40 to 50 cars. Handled lumber [redacted]

3. Direction and Type of Goods Moved. Once weekly, approximately 20, 4 axle coal cars, approximately 20, 4 axle gondola cars with ore (ore was red in color and in rock and dirt form), approximately 25, 2 and 4 axle tank cars with oil and liquids and 20 to 25 assorted 2 and 4 axle cars with food stuffs, machinery and clothing went into Russia. Two or three trains a week with approximately 20, 2 and 4 axle box cars and gondolas to a train went to Czechoslovakia. Approximately 10 trains a day, made up of 15 to 20 cars each, (2 and 4 axle platform, high and low side gondola, tank and box cars) moved into Polish cities daily. These cars were both empty and loaded. [redacted] Three or four trains each with 15 to 20 box cars went into Rumania, Hungary, Bulgaria and East Germany weekly. [redacted] Trains from other Polish cities and the satellites, carrying unknown types of goods arrived at Gdynia in approximately equal numbers and composition to those leaving Gdynia for the satellites and other Polish cities. However, only empty cars returned from the Soviet Union. Goods from Czechoslovakia included machinery, radios, clothing, automobiles, tractors and farm equipment.

4. General Status of Equipment. All equipment including rails, locomotives and wagons, were old but were kept in good condition. The repair facilities were in Danzig /5421N-1840E/.
5. Electrical Power Plant. /See B Annex C B, point f/. This plant supplied power to the city and port area. There were no visible power lines leaving this plant but were possibly underground.

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Annexure A

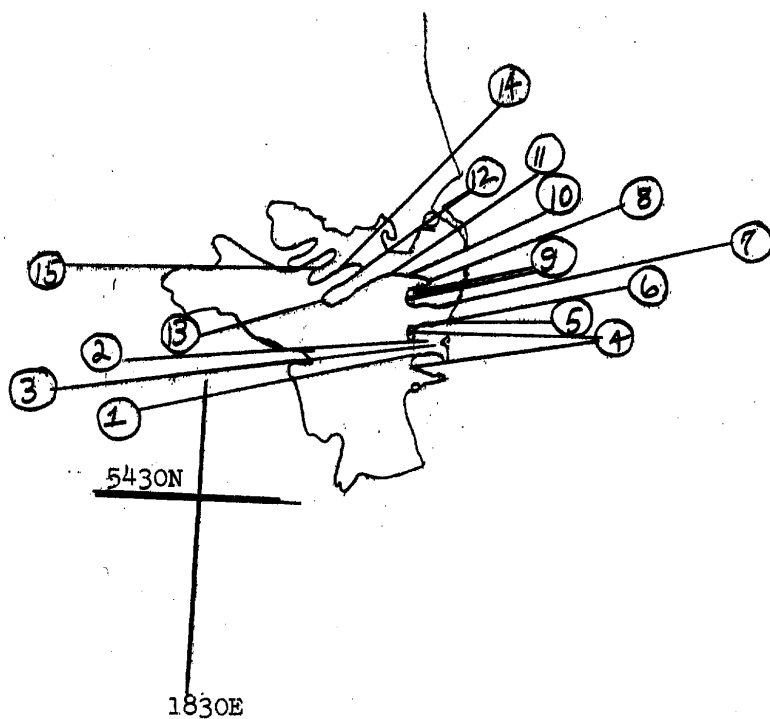
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Overlay of GSGS 4416, Sheet J-13 m  
Pinpoint location of Gdynia Port and Wharf Areas

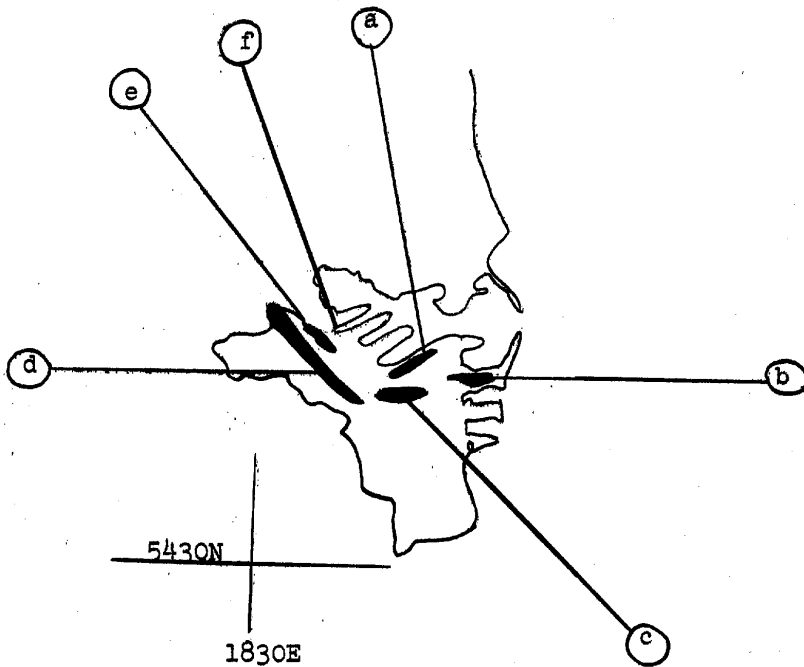
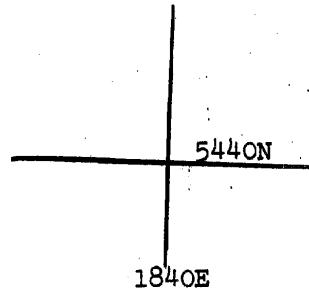
5440N

1840E



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Overlay of GSGS 4416, Sheet J-13  
Pinpointing Marshalling Yards and Electrical  
Power Plant in Gdynia 5430N-1833E



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